

only portions operated outside the City's corporate limits. The remaining two routes, in addition to serving portions of the City of Waukesha, serve important traffic generators outside the City; one route serves the Waukesha County Technical College in the Village of Pewaukee, the other route serves the Goerke's Corners public transit station in the Town of Brookfield and the Brookfield Square shopping center and surrounding office and retail developments in the City of Brookfield. All buses meet at the downtown terminal at approximately the same time during peak hours to allow passengers the opportunity to transfer conveniently between bus routes and complete a trip with minimum delay.

The service area for the City's fixed-route transit system is also shown on Map 55. The area shown includes all lands within one-quarter mile of one of the City's bus routes. This area includes virtually all of the City of Waukesha plus small portions of the City of Brookfield, the Village of Pewaukee, and the Towns of Brookfield, Pewaukee, and Waukesha. Bus service is provided by the transit system for 12.5 hours on weekdays, between 6:00 a.m. and 6:30 p.m., and for 10 hours on Saturdays, between 8:00 a.m. and 6:00 p.m. No bus service is provided on Sundays and holidays.

In 1993, the bus fleet operated by the City's fixed-route transit system consisted of 17 buses, all owned by the City of Waukesha.

During calendar year 1992, the Waukesha Metro Transit System carried approximately 461,000 revenue passengers. The basic fare for the City of Waukesha transit system was \$0.60.

Intercity Transit Service: In 1993, long-distance intercity transportation service was provided by two private bus companies operating routes with stops within the boundaries of Waukesha County. These companies included Badger Coaches, Inc., and Greyhound Lines, Inc. Intercity services operated by Lamers Bus Lines, Inc., and the National Railway Passenger Corporation, commonly called Amtrak, also passed through Waukesha County, although the buses and trains of these carriers did not stop within the County.

The service provided by Greyhound Lines consisted of 6 trips in each direction via IH 94 daily between Milwaukee, Madison, and Minneapolis-St. Paul. Greyhound service also included one trip daily in

each direction via USH 41/45 between Milwaukee, Wausau, and Rhinelander; one trip daily in each direction via USH 41/45 between Milwaukee and Green Bay; and one trip daily via USH 41/45 between Milwaukee and Stevens Point. Four of the westbound Greyhound runs and all of the eastbound runs operating via IH 94 stopped at the Goerke's Corners (IH 94 and USH 18) park-ride lot; two of the westbound and eastbound runs also stopped at the Summit (IH 94 and STH 67) park-ride lot. All Greyhound runs operated via USH 41/45 stopped at Menomonee Falls. Service provided by Badger Coaches, Inc., consisted of six trips daily in each direction via IH 94 between Milwaukee and Madison plus one additional westbound trip on Fridays and Sundays and one additional eastbound trip on Sundays. All daily runs included stops at the Goerke's Corners and Summit park-ride lots in Waukesha County, but the additional Friday and Sunday runs stopped only at the Goerke's Corners park-ride lot.

Specialized Transportation Services

Waukesha County: The Waukesha County Department of Aging is the principal provider of specialized transportation services within the County. During 1993, the Department directly provided specialized transportation service, using County employees and equipment, under two programs: the Ride-Line program and the parallel commuter bus program.

The Ride-Line program offers a countywide door-to-door transportation service to elderly and disabled persons, subject to some qualifying restrictions. The service area is limited to trips with origins and destinations within Waukesha County, with limited exceptions for medical-purpose trips into Milwaukee County. The parallel commuter bus program is the County's Federally required program for providing transportation services for disabled individuals unable to use the regular all-day bus service provided for the general public in Waukesha County and is operated in conjunction with the Ride-Line program. Under this program, the County offers an accessible door-to-door van service to disabled individuals for trips with origins and destinations within one mile on either side of the two regular all-day bus routes subsidized by Waukesha County in the major travel corridor between the City of Waukesha and the Milwaukee CBD.

During 1993, both services were available on weekdays from 6:30 a.m. to 6:00 p.m. and on Saturdays from 10:00 a.m. to 6:30 p.m., excluding holidays,

and were provided on a 48-hour advance-registration basis. Fares for both services, for trips within Waukesha County, ranged from \$1.50 per one-way trip for travel within one community to \$2.75 per one-way trip for travel between communities. The fare for trips made between Waukesha and Milwaukee Counties was \$5.00 per one-way trip. The total annual ridership on these two specialized transportation services directly provided by the Department of Aging was approximately 21,400 one-way trips during 1992.

The Department of Aging also administered a user-side subsidy program which subsidizes the fares of elderly and disabled individuals using privately operated taxicab services offered within the City of Waukesha and the City of Oconomowoc. The Department also sponsors, jointly with the Recreation/Community Education Department of the School District of Menomonee Falls, a special local bus service for the elderly within the Village of Menomonee Falls. Finally, the Department sponsors a Volunteer Driver Escort Program through which transportation service is provided by the American Red Cross and Retired Volunteer Program to individuals who are also in need of personal assistance to complete their trips. The total annual ridership on these three specialized transportation services sponsored by the Department of Aging was approximately 27,400 one-way trips in 1992.

The services for the Ride-Line and parallel commuter bus programs are provided by County employees using a fleet of eight County-owned vehicles, including four wheelchair-accessible vans, two small wheelchair-accessible buses, and two small conventional buses.

It should be noted that as of January 1, 1994, several significant changes will be made effective by Waukesha County for the Department of Aging's Ride-Line user-side subsidy programs. Most notably, the County has contracted with a private transit operator, L. P. & P. Nichols, Inc., to provide the specialized transit service offered under the Ride-Line program. The company will be responsible for providing the staff, and ultimately the vehicles, needed to operate the service. Initially, existing County-owned vehicles will be leased to the firm. The service hours for the Ride-Line program will be expanded to include the period between 6:00 a.m. and 9:00 p.m. Mondays through Saturdays, and on holidays which fall on weekdays. The advance reservation period for Ride-Line service will also be reduced to 24 hours. Finally, the County will estab-

lish a flat fare of \$1.50 per one-way trip for users under the user-side subsidy program and will eliminate the restrictions on the number of trips eligible users can make each month under the program. During 1993, users of the user-side subsidy program received a maximum subsidy of \$1.25 toward the total cost of each trip and were restricted to eight one-way trips per month.

In January 1993, Waukesha County implemented a new shuttle service between a stop on its regular Waukesha-Milwaukee bus routes, at the Brookfield Square Shopping Center, and the New Berlin Industrial Park. The County intends to implement a similar shuttle between a stop on its Waukesha-Milwaukee bus routes, at the Goerke's Corners Public Transit Station, and major office and industrial employment centers located in the Town of Pewaukee, along STH 164 and CTH J, in January 1994. Both shuttles are peak-hour commuter routes intended to serve individuals traveling from Milwaukee County to jobs located within these employment centers. The shuttle services are available only during weekday peak periods and are operated as fixed-route deviation transit service. In this respect, the routes operate on a regular fixed schedule between the transfer stations, at Goerke's Corners and Brookfield Square, and the two employment centers, at the Town of Pewaukee and the New Berlin Industrial Park, but deviate at the specific request of individuals using the service in order better to serve the various industries and businesses located along the routes and within the two employment centers.

City of Waukesha: The City of Waukesha Transit System Utility provided a door-to-door transportation service, upon advance registration, to disabled individuals traveling within the service area of its fixed-route transit system, Waukesha Metro Transit, in 1993. Operated under the program named METROLIFT, the service is designed to provide mobility to any individual who is unable to use the City's fixed-route transit system and meets certain eligibility requirements. The METROLIFT program represents the City's Federally required program to provide paratransit service complementary to its fixed-route transit service.

The service area for the METROLIFT program includes all areas within three-quarters of a mile of one of the bus routes operated by the City's fixed-route transit system. This area includes essentially all of the major traffic generators and special facilities serving the elderly and disabled population

in the City of Waukesha, the Waukesha County Technical College in the Village of Pewaukee, and the commercial development along W. Blue Mound Road between the Goerke's Corners park-ride lot and the Brookfield Square shopping center in the City and Town of Brookfield.

This transportation service is provided between 6:00 a.m. and 6:30 p.m. on weekdays and between 8:00 a.m. and 6:00 p.m. on Saturdays. These hours are virtually the same as the regular hours of operation for the City's fixed-route bus system. Requests for service under the program are scheduled on a "next-day service" concept under which a request for service made any time during normal business hours on the previous day will guarantee service for a trip request. In 1992, the fare for the transportation service provided under the program was \$1.20 per one-way trip. That year approximately 12,700 one-way trips were made on the transportation service provided under the METROLIFT program.

To provide the service offered under the METROLIFT program, the Waukesha Transit System Utility contracted with Dairyland Buses, Inc, which supplied the needed wheelchair-accessible minibuses and drivers. The company used up to three vehicles to provide the service and maintains a total of five vehicles which could be used for the program.

Other Specialized Transportation Services: A number of other specialized transportation services were also provided within the County in 1993 which were designed for, and intended to serve, individuals on a more case-specific basis than the services described above. The use of such services was generally limited to specific individuals or clients of sponsoring public and private agencies or organizations who were in need of, and participated in, the specific services, activities, and programs offered by the sponsoring agency. Such services were provided by the Waukesha County Department of Human Services to its clients, using volunteer drivers; the Waukesha Memorial Hospital to patients of the Regional Cancer Treatment Center; the Memorial Hospital at Oconomowoc to hospital patients and individuals enrolled in hospital adult daycare programs; the Waukesha Training Center, Goodwill Industries, Inc., and The Ranch, Inc., to disabled clientele participating in the rehabilitation and training programs or employment services provided at facilities operated by these private nonprofit organizations; the Adaptive Community Approach Program of Career Industries of Waukesha, Inc., to

disabled individuals participating in programs or activities sponsored by the organization; and by the public school districts within Waukesha County to disabled students enrolled in regular and special education programs provided by or through each district.

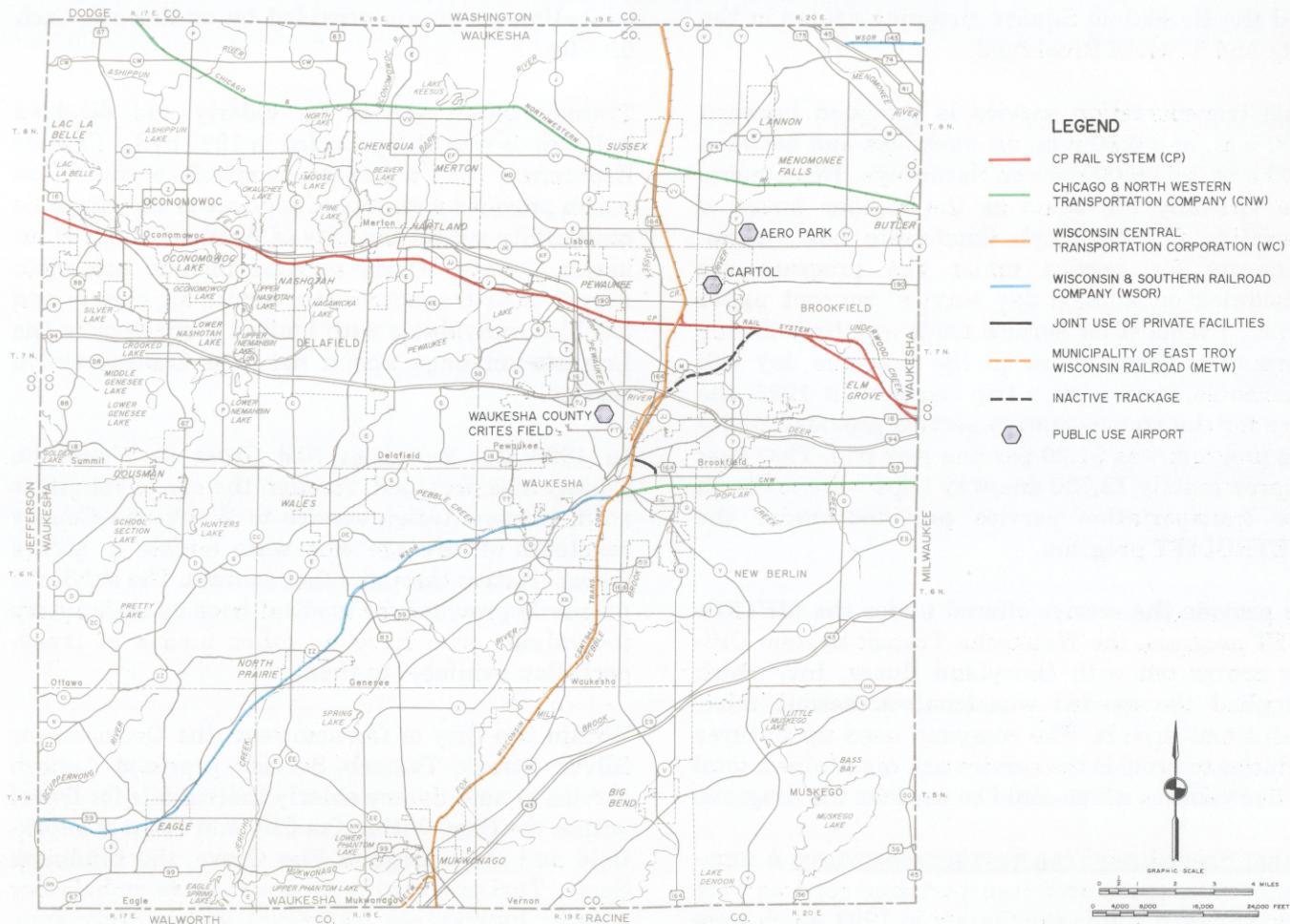
Transportation service for elderly and disabled individuals was also provided in 1993 by La Casa de Esperanza, Inc., a private, nonprofit organization which provides a variety of services to the Hispanic community within the City of Waukesha and Waukesha County. Those services include accessible door-to-door transportation service for elderly and disabled individuals with limited proficiency in the English language and a need for transportation service.

In 1993 the American Red Cross in Waukesha County also provided, through the use of volunteer staff, transportation service to Waukesha County residents of any age who were unable to secure transportation through other sources. The service is primarily provided for medical trips by ambulatory individuals who have no other means of transportation available to them.

Within the City of Oconomowoc, the Oconomowoc Silver Streak Taxicab Service provided taxicab service to ambulatory elderly individuals for travel within the City. Within the City and Town of Brookfield and the Village of Elm Grove, the Elmbrook Senior Taxi provided taxicab service to ambulatory elderly individuals for travel within that area. Eligible users of both services included any elderly and disabled individual, including those participating in the user-side subsidy program sponsored by the Department of Aging.

During 1993, employees of several business and service establishments located in Waukesha County participated in a special program known as the "Job-Ride" program, implemented by the Wisconsin Department of Transportation. Originally established in 1987 as a pilot, or demonstration, program, to test alternatives to traditional fixed-route transit service, Job-Ride carries reverse commuter travel by unemployed residents of the Milwaukee central city seeking jobs within the city and in outlying suburban areas. Current service under the program is provided by three nonprofit organizations: the Milwaukee Urban League, the Opportunities Industrialization League of Greater Milwaukee, and Milwaukee Careers Cooperative, who either use their own vehicles or contract with other transit opera-

COMMON-CARRIER RAILWAY FREIGHT LINES AND PUBLIC-USE AIRPORTS IN WAUKESHA COUNTY: 1993



Source: SEWRPC.

tors. The service providers receive funding from various sources, including private donations, the United Way, employer contributions, rider fares, and the Wisconsin Department of Transportation.

Railway Facilities

As of the end of 1992, railway freight service was being provided within Waukesha County by five railway companies over a total of approximately 107 miles of active mainline railway line. As shown on Map 56, the Chicago & North Western Transportation Company, with approximately 31 miles of main line in the County, provided freight service over two segments, one traversing the northern tier of communities through the Villages of Butler and Sussex and unincorporated areas in the northwest portion of the County and the other paralleling STH 59 from the Milwaukee-Waukesha County line

to the City of Waukesha. The CP Rail System, formerly known as the Soo Line, with approximately 26 miles of former Chicago, Milwaukee, St. Paul and Pacific Railroad Company mainline track in the County, provided freight service over an east-west line traversing the entire County from the Village of Elm Grove on the east to the City of Oconomowoc on the west. Wisconsin Central, Ltd., with approximately 27 miles of main line in the County, provided freight service over a former Soo Line Railway north-south main line, traversing the entire County from the Town of Lisbon on the north to the Village of Mukwonago on the south. The Wisconsin and Southern Railroad Company, with approximately 22 miles of former Chicago, Milwaukee, St. Paul and Pacific Railroad Company mainline track in the County, provided freight service over a line traversing the County from the City of Waukesha

through the Villages of North Prairie and Eagle and into Jefferson County, and from a spur extending from the extreme northwest corner of the City of Milwaukee to Appleton Avenue in the Village of Menomonee Falls. Finally, the Municipality of East Troy Wisconsin Railroad has a former electric interurban railway mainline track extending into Waukesha County for about 1.3 miles, from the Waukesha-Walworth County line to the Village of Mukwonago.

Intercity rail passenger service is provided by the National Railroad Passenger Corporation, or Amtrak, between Chicago and Minneapolis-St. Paul over CP Rail System trackage. It passes through Waukesha County, but the nearest stop is Milwaukee.

Airports

Of the 14 airports of all types located within Waukesha County in 1993, three, Aero Park Airport, Capitol Airport, and Waukesha County-Crites Field, are open to use by the general public. Of these three, two, Capitol Airport and Waukesha County-Crites Field, are included in the adopted regional airport system plan for Southeastern Wisconsin and are therefore considered to be essential to the air transportation needs of Waukesha County and the Region, and, in fact, handle most of the general aviation activity in the County. As shown on Map 56, Waukesha County-Crites Field is located on a 389-acre site in the Town of Pewaukee, Capitol Airport is located on a 214-acre site in the northwest portion of the City of Brookfield, and Aero Park Airport is located on a 60-acre site in the southwest portion of the Village of Menomonee Falls.

The Waukesha County-Crites Field airport is owned by the County and managed by a full-time employee of the County. Policy direction is provided by the five-member Highway and Transportation Committee of the Waukesha County Board of Supervisors. This committee is appointed by the Chairman of the County Board. The County is responsible for major maintenance of the physical facilities, landing area system, buildings, and hangars, all of which are owned by the County; the fixed-base operators, under contract by the County, are responsible for performing day-to-day airport maintenance functions. Crites Field is classified as a General Utility-Stage II airport, meaning that it is intended to serve all single-engine aircraft, virtually all twin-engine piston and turboprop aircraft, and most business and corporate jets. Crites Field has two paved runways. The primary runway is 5,850 feet in

length, is oriented in a primarily east-west direction, has high-intensity runway lighting, and is equipped with an instrument landing system for precision approaches. The secondary runway is 3,600 feet in length, is oriented in a north-south direction, has medium-intensity runway lights, and is equipped for nonprecision-approach landings. Airport facilities include a terminal building, hangars, and a wide variety of fixed-base operator services. Ground transportation access is provided directly by two adjacent county trunk highways, Blue Mound Road (CTH JJ) and Pewaukee Road (CTH J). In addition, IH 94 and STH 16 are about one-half mile north of the airport.

Capitol Airport is privately owned and is classified as a Basic Utility-Stage II airport, meaning that it is intended to serve all small single-engine aircraft and many of the small twin-engine general aviation aircraft. Capitol Airport currently has one paved and two turf runways. The paved runway, 3,500 feet long, has low-intensity runway lighting. The remaining two unpaved runways are 3,270 feet and 1,525 feet, respectively, in length. Airport facilities include a terminal building, hangars, and fixed-base operator services. Ground transportation access is provided by Capitol Drive (STH 190), which lies one-half mile south of the airport.

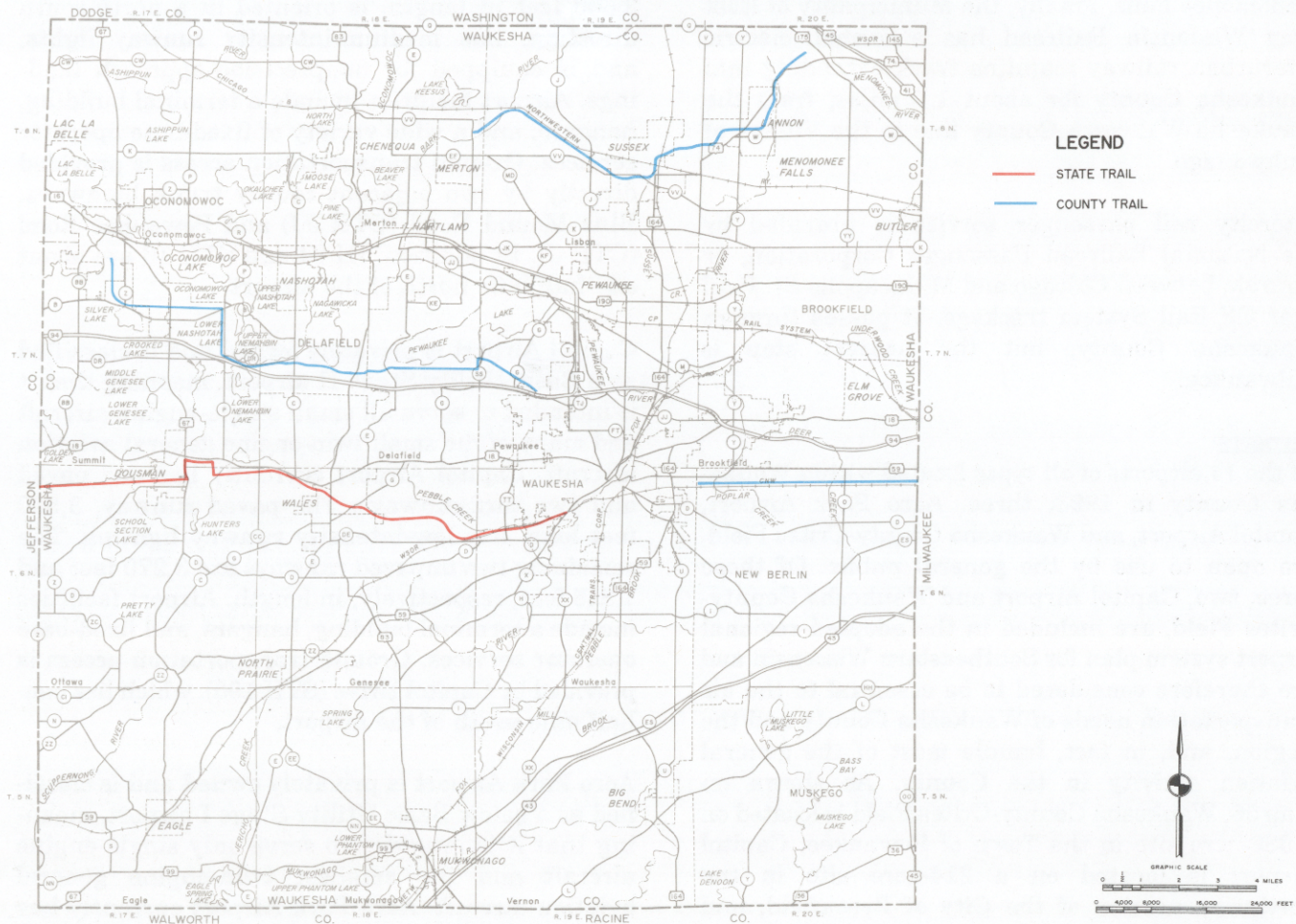
Aero Park Airport is privately owned and is classified as a below Basic Utility-Stage I airport, meaning that it is intended to serve only single-engine aircraft and the smallest twin-engine general aviation aircraft. Aero Park Airport currently has three turf runways 1,880, 1,250, and 1,185 feet, respectively, in length. Airport facilities include a small administration building and minor services. Ground access is provided by Lisbon Road (CTH K), which is adjacent to the airport.

Bikeways

As shown on Map 57, existing bikeways in Waukesha County in 1994 included four trails, one maintained by the Wisconsin Department of Natural Resources (DNR) and three maintained by Waukesha County. A 16-mile portion of the DNR's Glacial Drumlin Trail, an off-road trail constructed on former Chicago & North Western Transportation Company railway right-of-way, is located in the western portion of the County. The entire trail extends 47 miles, between the City of Waukesha on the east and the Village of Cottage Grove, in eastern Dane County, on the west. The County has developed three multiple-use recreational trails, the Bugline Trail, the Lake Country Trail, and the New Berlin Trail. The Bugline Trail extends 12 miles on

Map 57

STATE AND COUNTY BIKEWAYS IN WAUKESHA COUNTY: 1993



Source: SEWRPC.

a former Chicago, Milwaukee, St. Paul and Pacific Railroad Company right-of-way between Appleton Avenue (STH 175), in the Village of Menomonee Falls, on the east, and Main Street (CTH VV), in the Village of Merton, on the west. The New Berlin Trail extends six miles along an abandoned electric interurban railway and existing Wisconsin Electric Power Company power transmission line right-of-way in an east-west direction through the northern portion of the City of New Berlin. The New Berlin Trail connects with the Milwaukee County '76 trail on the east. The State of Wisconsin, Waukesha County, and the City of Waukesha are cooperating in an effort to extend the New Berlin Trail westward through the City of Waukesha to connect with the Glacial Drumlin Trail. The completed portion of

the Lake Country Trail extends approximately eight miles along an abandoned electric interurban railway and existing Wisconsin Electric Power Company power transmission line right-of-way and along the southern edge of Naga-Waukee County Park. This trail runs between the Landsberg Center, in the northwest corner of the City of Waukesha, on the east and Cushing Park, in the City of Delafield, on the west. The remaining 6.5 miles of the Lake Country Trail is proposed to extend between Cushing Park, in the City of Delafield, and Roosevelt Park, in the City of Oconomowoc (see Map 57), along an abandoned electric interurban railway and existing Wisconsin Electric Power Company power transmission line right-of-way and along County highway right-of-way.